

**IN THE CLAIMS:**

The text of all pending claims, (including withdrawn claims) is set forth below. Cancelled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~strikethrough~~. The status of each claim is indicated with one of (original), (currently amended), (cancelled), (withdrawn), (new), (previously presented), or (not entered).

Please AMEND claim 2, CANCEL claim 1 and ADD claim 3 in accordance with the following:

1. (Canceled)

2. (Currently Amended) ~~The control method of an exhaust gas purifying system of claim 1, wherein A control method for an exhaust gas purifying system in which a NOx occlusion reduction type catalyst, including a catalytic metal and an NOx occluding substance, is installed in an exhaust passage of an engine, comprising:~~

~~executing a restore processing against a sulfur poisoning of said NOx occlusion reduction type catalyst, by performing a lax rich control for controlling an air/fuel ratio of the exhaust gas to a theoretical air/fuel ratio or to a value slightly lower than the theoretical air/fuel ratio, when said NOx occlusion reduction type catalyst is heated to a sulfur purge temperature or above; said lax rich control sets in 0.95 to 1.0~~

~~setting an excess air factor of the exhaust gas of 0.95 to 1.0; and  
performing regeneration of the NOx occlusion reduction type catalyst when the excess air factor of 0.8 to 0.95 is maintained at the catalyst inlet.~~

3. (NEW) A control method for an exhaust gas purifying system installed in an exhaust gas passage of an engine and having a NOx occlusion reduction type catalyst including a catalyst metal and a NOx occluding substance, comprising:

performing a lax rich control when the NOx occlusion reduction type catalyst is heated to a sulfur purge temperature or above, to control an air/fuel ratio of exhaust gas to a value equal to or slightly lower than a theoretical air/fuel ratio, wherein the lax rich control brings the an excess air factor of the exhaust gas to 0.95 to 1.0; and

restoring the NOx occlusion reduction type catalyst from a sulfur poisoning, wherein a regeneration control is performed for restoring NOx occlusion capacity of the NOx occlusion reduction type catalyst to bring the excess air factor of the exhaust gas to 0.8 to 0.95 at an inlet of the NOx occlusion reduction type catalyst.